

Message Text

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ACTION EB-08

INFO OCT-01 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00
DODE-00 DOTE-00 INR-10 NSAE-00 FAA-00 L-03 IO-13
/049 W

-----119795 241425Z /43

R 241144Z MAR 78

FM AMEMBASSY BELGRADE

TO SECSTATE WASHDC 5995

AMCONSUL MONTREAL

INFO AMEMBASSY BRUSSELS

AMEMBASSY BONN

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DEPT PASS FAA, AED-1, AIA-1, AEM-1, ARD-1, ARD-700

MONTREAL FOR US REP TO ICAO MONTREAL

BRUSSELS FOR FAA

BONN FOR FAA

E.O. 11652: N/A

SUBJECT: TRSB/MLS IN-COUNTRY BRIEFING, 23 MARCH

1. FAA BRIEFING TEAM MET WITH SIX (6) YUGOSLAV FEDERAL
CIVIL AVIATION ADMIN (FCAA) REPRESENTATIVES AT BELGRADE
AIRPORT IN THE CIVIL AVIATION TRAINING CENTER.

2. REPRESENTATION FROM THE FCAA INCLUDED EXPERT IN
ATC AREA CONTROL, TECHNICAL CONSULTANT TO NAVAIDS SECTION,
THREE (3) ENGINEERS FROM THE RADAR SYSTEMS, NAVAIDS AND
SCIENTIFIC RESEARCH DEPT OF THE TRAINING CENTER AND OTHER
REPRESENTATIVE POSSIBLY FROM MILITARY.

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3. UK BRIEFING GROUP HAD APPARENTLY USED HARD-SELL
TACTICS WHICH DID NOT PLEASE FCAA REPS, BUT
PROVOKED SEARCHING QUESTIONS LISTED BELOW.

4. SESSION LASTED FOUR (4) HOURS AND ENDED WITH
STATEMENT ON PART OF FCAA THEY WOULD ATTEND AWOD
WITH 2 OR 3 DELEGATION MEMBERS AND WOULD TAKE ACTIVE

ROLE IN TECHNICAL SESSIONS.

5. ASSURED THEM OF ADEQUATE U.S. PERSONNEL AT MONTREAL TO ANSWER THEIR QUESTIONS AND INVITED THEM TO PARTICIPATE IN DEMONSTRATIONS OF TRSB/MLS EQUIPMENT AT BOTH AIRPORTS.

6. YUGOSLAV INTEREST IS HIGH BECAUSE OF:

- A) AIRPORTS IN MOUNTAINOUS TERRAIN WITH NO ILS
- B) DEPENDENCY ON AIR TRAVEL FOR BUSINESS AND GOVT TRAVEL
- C) RECOGNITION OF NEED FOR STANDARD SIGNAL FORMAT FOR MLS

7. MEMBERS OF YUGO DELEGATIONS NOT KNOWN NOW BUT WILL NEED TO APPLY FOR VISAS SOON AND AMEMBASSY BELGRADE WILL FORWARD NAMES WHEN POSSIBLE.

8. YUGO FCAA REPS EXPRESSED REGRET THAT TEAM COULD NOT VISIT SOONER SO STUDY COULD BE MADE OF TEST RESULTS AND FELT THAT LATENESS OF VISIT WAS PRESSURE TACTIC IN SOME WAY.

9. STATED THEY HAD ASKED BRITISH DOPPLER MLS TEAM SAME QUESTIONS AND WOULD CONTINUE TO SEARCH FOR TECHNICAL ANSWERS AT MONTREAL THOUGH RECOGNIZING OTHER FACTORS SUCH AS POLITICAL FACTOR COULD INFLUENCE FINAL OUTCOME AT MONTREAL.
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10. TEAM FEELS THAT VISIT WAS ESSENTIAL BECAUSE OF BRITISH HEAVY EFFORT AND THAT YUGOSLAVS WERE PLEASED THAT EFFORT HAD BEEN SUCCESSFUL IN GETTING TO BELGRADE EVEN THOUGH LATER THAN THEY WOULD HAVE LIKED.

11. IT WAS INFORMALLY INDICATED THAT YUGO WOULD LIKE TO SUPPORT TRSB AND NEEDED THIS BRIEFING TO SUPPORT THEIR LEANINGS.

12. ATTENDEES LISTED BELOW:

NAME	TITLE	ORGANIZATION	PLACE
C.W. PACE	AEU-1	FAA	BRUSSELS
CARLO YULO	MLS PROGRAM OFFICE	FAA	WASHDC
LEO GUMINA	MLS PROGRAM	FAA	WASHDC
RICHARD LIVINGSTON	ABON-1	FAA	BONN, W. GER.

BURTON GERBER US EMBASSY BELGRADE

RATOMIR VUCKOVIC ATC DEPART. FCAA BELGRADE
SCIEF

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AMCONSUL MONTREAL
INFO AMEMBASSY BRUSSELS
AMEMBASSY BONN

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MANOJLOVIC MILORAD, RADAR SYSTEMS CIVIL AVIATION 11003
DIP. ING. TRAINING CENTER AREODROM
BELGRADE

VLADETA COBANOVIC, TECHNICAL FCAA BELGRADE
BSEE CONSULTANT
NAVAIDS SECTION

STUPAR CEDOMIR BELGRADE

PECINAR PREDRAG, SCIEF AND FCAA TRAINING BELGRADE
BSEE NAVAIDS CENTER

DERASIMOVIC MILA DIP. ING. FCAA TRAINING BELGRADE
CENTER

13. QUESTIONS LISTED BELOW:

- A) PLEASE EXPAND ON THE RELIABILITY OF THE TRSB/MLS.
- B) PLEASE DESCRIBE AND EXPAND ON THE SYSTEM MONITORING FUNCTION.
- C) WHAT HAPPENS IF THE SYSTEM GOES OUT OF MINIMUM TOLERANCE?

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D) DESCRIBE IN GREATER DEATIL THE PROBLEMS OF SYSTEM MAINTAINABILITY.

E) DOES MLS HAVE SPECIFIC INSTALLATION LIMITATIONS/CRITERIA --

WHAT ARE THEY? HAVE YOU DEVELOPED THEM?

F) MLS USES C BAND FREQUENCIES. DOES THIS NOT CREATE

A TRANSMISSION PROBLEM IN HEAVY RAINFALL?

G) ISN'T THERE THE POSSIBLITY THAT A MUCH BETTER

SYSTEM WILL BE DEVELOPED THAT WILL RENDER MLS OBSOLETE?

SO, WHY NOT POSTPONE THE DECISION?

H) WHAT EFFECT WILL MLS HAVE ON VARIOUS CATEGORIES OF LANDING APPROACHES? (CAT. I, II, III).

I) I

REALITY, THERE ARE VERY FEW CAT. III OPERATIONS AND VERY FEW AIRCRAFT ARE ADEQUATELY EQUIPPED.

J) DESCRIBE THE MISSED APPROACH PROCEDURES AND CONDITIONS USING MLS.

K) WHAT KIND OF AUXILLIARY DATA IS PROVIDED THE AIRCRAFT BY THE SYSTEM?

L) WE HAVE AN AIRPORT LOCATED NEAR THE WATER WHERE WE ENCOUNTER MANY INSTANCES OF TEMPERATURE INVERSIONS WHICH CAUSE DUCTING OF THE MICROWAVE SIGNAL. WOULD WE ANTICIPATE THE SAME PROBLEM WITH THE MLS?

M) WE THINK THE ANTENNA DESIGN FOR TRSB IS MORE COMPLICATED THAN FOR DOPPLER -- IS THIS SO?

N) WE UNDERSTAND THERE IS CONSIDERABLE EFFOR ASSOCIATED WITH THE TRSB ANTENNAS SITUATED AT DIFFERENT ANGLES. DO YOU AGREE?

O) SPECIFICALLY -- IN NUMBER, NOT WORDS -- HOW MUCH BETTER IS TRSB THAN DOPPLER FROM THE EFFOR STANDPOINT?

P) THE BRITISH SAY THEIR SYSTEM IS BETTER. YOU MAKE THE SAME CLAIM. TELL ME HOW YOURS IS BETTER.

Q) THE BRITISH CLAIM THEIR ANTENNA IS MUCH SIMPLIER. IS THAT TRUE?

R) HAVE YOU EVER OPERATED TWO MLS SYSTEMS ON THE SAME RUNWAY? HAVE YOU EVER OPERATED WITH A BACK AZIMUTH AS DESCRIBED IN YOUR PRESENTATION AND WHAT PROCEDURES WERE USED?

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S) DOES THE PHASE SHIFT THROUGH THE PHASE SHIFTER CHANGE WITH FREQUENCY AND IF SO, HOW IS THIS REFLECTED IN THE BEAM POINTING ACCURACY?

T) WHAT IS THE BEAM POINTING ACCURACY OF THE TRSB IN DEGREES? YULO SENDS.

EAGLEBURGER

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Message Attributes

Automatic Decaptioning: X
Capture Date: 01 jan 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: CIVIL AVIATION, MEETING DELEGATIONS
Control Number: n/a
Copy: SINGLE
Draft Date: 24 mar 1978
Decaption Date: 01 jan 1960
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 20 Mar 2014
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1978BELGRA02434
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Expiration:
Film Number: D780130-0524
Format: TEL
From: BELGRADE
Handling Restrictions: n/a
Image Path:
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Legacy Key: link1978/newtext/t19780329/aaaaayhq.tel
Line Count: 221
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Litigation Codes:
Litigation History:
Locator: TEXT ON-LINE, ON MICROFILM
Message ID: 70fb37be-c288-dd11-92da-001cc4696bcc
Office: ACTION EB
Original Classification: LIMITED OFFICIAL USE
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 5
Previous Channel Indicators: n/a
Previous Classification: LIMITED OFFICIAL USE
Previous Handling Restrictions: n/a
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Review Action: RELEASED, APPROVED
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Review Media Identifier:
Review Release Date: N/A
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
SAS ID: 3215144
Secure: OPEN
Status: NATIVE
Subject: TRSB/MLS IN-COUNTRY BRIEFING, 23 MARCH
TAGS: EAIR, YO, FAA
To: STATE MONTREAL
Type: TE
vdkgvwkey: odb://SAS/SAS.dbo.SAS_Docs/70fb37be-c288-dd11-92da-001cc4696bcc
Review Markings:
Sheryl P. Walter
Declassified/Released
US Department of State
EO Systematic Review
20 Mar 2014
Markings: Sheryl P. Walter Declassified/Released US Department of State EO Systematic Review 20 Mar 2014